As you have seen throughout the project, famous drivers that have passed away in a racecar were included with their birth and death years. Some contain statistics about their racing career, and others don’t. This project is really about the men who lost their lives in a racecar. This whole project is dedicated to not only the ones that I mentioned, but also to the ones that I could not. Racing has always been in my family, but most other people just don’t understand it. The community involved in racing is the best group of people I know. No matter if a racing is taking place in the United States, Japan, Germany, Britain, China, Abu Dhabi, Brazil, or any other country in the world, if someone dies at that event the whole motorsport world takes notice. The community bands together and helps each other find out what caused the death, how can it be fixed, and what can we do to prevent it. This project is dedicated to all the drivers who lost their lives and brought the sport I love into the safest position possible. All the drivers I placed tribute pages for have all touched me in some way. Whether that is their driving abilities or the way they handled life, they are all heroes. God bless each and every one of them, and any other man or woman that lost their life in a racecar.

**Dan Wheldon:** At age 33 Wheldon was already one of the most successful IndyCar drivers in the world. He began racing go-karts at age 4 in England and proceeded to a successful racing career in Europe. In 1999, he would move to the United States and come up through the open-wheel ranks in America. By 2002 he raced a ride in the IndyCar Series, and won Rookie of the Year. By 2005 Wheldon was a proven race winner, and scored his first victory in the Indianapolis 500. In 2008 he married Susie Behm and they had 2 sons, one born in February 2009 and the other in March 2011. Dan ran tests for the new Dallara IndyCar chassis during the year of 2011, as he had difficulty finding a ride. He found one for the 2011 Indianapolis 500 and won the race in the Centennial running of it. This victory is perhaps one of the most spectacular of all time in The Greatest Spectacle in Racing. After the win, CEO of IndyCar Randy Bernard put up $5 million for Wheldon if he could start last in the Las Vegas race and win. On lap 11 of that race Wheldon was involved in an accident that would take his life. His car launched into the air off of another driver’s vehicle and he crashed head first into the catch fence. Dan’s car tumbled and slid to a stop, with safety crews rushing towards it. They signaled for help, but it was to no avail. Wheldon was flown to a nearby hospital where he was pronounced dead. As a result of Wheldon’s accident, there are talks of having Indycar racecars use a fighter jet style cockpit to better protect drivers.

**Dale Earnhardt:** Growing up in Kannapolis, North Carolina, Dale Earnhardt always had dreams of being a racecar driver. He started work in the textiles industry, a norm for the community. Dale worked hard enough to buy his first racecar, and his career began. He worked his way up to NASCAR and eventually won 7 championships, tied for most all time with Richard Petty. Because of his aggressive racing style, Earnhardt earned the nickname “The Intimidator”. Earnhardt’s final race took place on February 18, 2001 in the Daytona 500. On the last lap, “The Intimidator” was running in 3rd place when his car got topped in the right rear and he slammed into the outside wall head-on. Earnhardt was later pronounced dead at the hospital. He died of severe head injury sustained because his head smashed the steering wheel. Earnhardt’s death led to numerous safety improvements in NASCAR and racing in general, such the HANS device.

**Ayrton Senna:** Born in Brazil in 1960, Senna was 34 years old at the time of his death. At the age of 4 Senna began racing go karts through his native country. Once he was old enough Senna entered the Formula Ford championship and moved to Europe to compete in motorsports. He Competed in Formula Ford and Formula 2 which lead his first Formula 1 ride in 1984. By that time he was known throughout the motorsports community for his unbelievable talents behind the wheel. He won for the first time in his 16th start in Formula one at the Portugal Grand Prix. He was also able to showcase his talents of racing in the rain, which many regard as the greatest ever. Throughout the 1980’s and early 1990’s Senna continued to win races as well as 3 world championships. In 1994 Senna was leading the San Marino Grand Prix when his car skidded off track and slammed into the wall at a high rate of speed. Senna’s helmet was penetrated by suspension pieces and his head was slammed with his right front tire. He died while on the way to the hospital. Senna will be remembered as one of the greatest racing drivers ever. After Senna’s accident, helmet manufacturers began to overhaul their equipment and Formula One teams began to better build their monocoque structures.

**Jochen Rindt:** Rindt was 28 when he lost his life in a practice crash in Monza, Italy. He was born in Mainz, Germany in 1942, but soon moved to Austria to live with his grandparents because his parents were killed by the bombing of Hamburg, Germany. He was a rising star in Formula 2 and tried numerous Formula 1 rides. He finally found one with Gold Leaf Team Lotus. In the 1970 season he won 5 of the 10 races. In that year he had a practice crash in the Italian Grand Prix that cost him his life. The Monza Circuit, which hosts the Italian Grand Prix, is a high speed track. In Rindt’s time, the cars were run without wings; this tends to make a racecar very unstable. Under braking, his car swerved out of control because of the unstability and into a retaining barrier. The Lotus flipped over several times. Once the car came to a rest, Rindt was rushed the hospital, but it was to no avail. He was dead on arrival. He scored enough points in the races before his tragic accident that he outscored all the other drivers; Rindt became the only driver to win the Formula One World Championship posthumously. After the crash, Formula One teams made sure all of their cars had wings on their cars.

**Adam Petty:** At age 20, Adam Petty was a rising star in the NASCAR ranks. Petty is the son of Kyle Petty, grandson of Richard Petty, and great-grandson of Lee Petty, all popular and great former NASCAR drivers. He started racing at the age of 18 in the ARCA/Re-Max series. Having won a race in Charlotte in 1998, he moved to the NASCAR Busch Series for 1999 and 2000. Which practicing in New Hampshire in 2000 Petty’s throttle stuck on his car, and he slammed into the wall at top speed. He was killed instantly. It took his father 2 years before he raced again at New Hampshire. Adam Petty is remembered by the Victory Junction Gang Camp which his family designed with the help of Paul Newman and Hole in the Wall Camps to help students with disabilities and their families. Petty’s crash led to the mandate that all NASCAR racecars have a kill switch to shut off power to the engine in case of a brake failure.

**Jim Clark:** Clark raced in Formula One in one of its most dangerous eras, the 1960’s. He also competed in the Indianapolis 500 winning the race in 1965. Clark had won 25 Formula One Grand Prix which to this day had been only surpassed by a handful of other drivers. By 1968, Clark was recognized as one of the best, and he won the first race the South African Grand Prix. While competing in the Formula 2 race in Hockenheim, Germany, Clark lost control of his car and crashed into the forests that surrounded the circuit. Clark was killed instantly. He is remembered as one of the best Formula One racers of all time, and present day drivers still look up to him. After Clark’s crash, the sanctioning body of Formula One, the FIA, mandated that all their world championship races be held in tracks that were completely surrounded with retaining barriers.

**Greg Moore:** Moore was born in New Westminster, BC in Canada and started racing go karts at the age of 10. He moved up the open wheel ranks in the United States until he got a break in 1994 when he won his first CART-sanctioned race at the age of 18. He soon received a better ride, and eventually moved into the CART World Series. Moore won 3 races in the series before the crash that cost him his life. While racing at California Speedway in 1999, Moore lost control of his car and crashed into the wall at over 200 miles per hour. At the time of his death, Moore was 24 years old. Moore’s accident led to restructuring the CART racecars, and additional roll bars over the driver were strengthened.

**Peter Brock:** Born in Victoria, Australia, Brock was 61 at the time of his death. Known as the “King of the Mountain” for his unmatched and amazing 9 victories in the world famous Bathurst 1000, Peter Brock officially retired from Touring Car racing in 1997. During his retirement he still continued racing in certain races throughout Australian where he was a national hero. While racing in a rally race in 2006, Brock crashed into a tree and was killed instantly. He will forever be remembered as a hero and a national symbol for the country of Australia. Brock’s crash led other drivers to take a serious look at where they were racing, and if the car they are using is safe enough.

**Gilles Villeneuve:** Villeneuve was born in Quebec, Canada in 1950. Gilles entered his first race in 1967 which was a snowmobile competition. By 1973, Villeneuve switched to automobiles competing in the Canadian Formula Ford series. In 1976, he was both the Canadian and American Formula Atlantic championships and he would enter his first European race. Villeneuve would enter his first Formula One in 1977, and win his first race in 1978 in the Canadian Grand Prix. Up until 1982, Villeneuve continued to win races and compete for championships in Formula One. While qualifying for the 1982 Belgium Grand Prix at Zolder Circuit, Gilles lost control of his car. As the car was flipping he was tossed from the vehicle and thrown into a nearby catch fence. Villeneuve was pronounced dead on arrival at the hospital. Villeneuve’s accident led to the mandate that all cars need to be equipped with a seatbelt system.

**Eric Medlen:** Medlen was born in 1973 in Oakdale, California. Medlen was born a cowboy, and was even a champion calf roper in his high school. He was training to be a professional bull rider when his father called him about a job opportunity with John Force Racing. He began racing in 2004, and won the rookie of the year honors. Over the next 2 years he won numerous races in the NHRA. While doing practice runs in Gainesville, Florida, Medlen suffered the most severe tire shake in history of drag racing. It was so severe that his head hit the roll cage with such force that he suffered massive head trauma. Three days later Medlen was pronounced dead from head injury. After Medlen’s crash, the NHRA and John Force Racing made the efforts to better construct their cars to prevent such a death from ever occurring again.

**Marco Simoncelli:** Simoncelli was born in 1987 in eastern Italy. He started his racing career in the Minibike Championships at the age of 7. From there he moved up the motorcycle racing ranks competing in the 125cc and 250cc championships for several years. In 2007 Simoncelli won the 250cc world championship. He went on for the next two seasons to defend that title before moving to the prestigious MotoGP in 2010. His nickname “Super Sic” started to originate once the world media saw his trademark mop of curly hair. After an average year in 2010, “Super Sic” was poised for a strong 2011 season. Four minutes into the Malaysian round of the MotoGP race there, Simoncelli lost control of his bike and skidded across the course. He slid into the path of 2 fellow riders that could not avoid him. They ran into his body, knocking his helmet off his head. Simoncelli was pronounced dead at the scene, and was just 24 years old. Simoncelli’s accident was not a result of any failures of safety equipment. His accident shows that no matter have safe racing may seem, there is always a chance of a “freak” accident that no one could foresee happening.